

of Sonoma's 2004 Alcaldesas, or honorary mayors.

For more than 10 years, Sue Holman and Susan Weeks have volunteered countless hours to Sonoma Valley's Meals on Wheels program. They work 5 days a week preparing 2 gourmet meals for housebound residents. A typical weekly fare is pork chops in mushroom sauce, spicy lamb logs, linguini and clams, tamale pie and roast beef. Over the past 10 years, they calculate that they have prepared a quarter of a million meals.

In addition to all of the food preparation, they prepare the menus, shop for groceries, do all of the baking, maintain inventory control and supervise the 90 volunteers who package and deliver the food and assist in the kitchen.

They recognize that many of the people they serve live alone and try to make each day special. Each holiday has a theme meal, and each client receives a personalized present or two at Christmas of Hanukkah and on their birthday, plus a split of wine or champagne.

They are able to maintain a high quality of fare and bolster the spirits of the people they serve while running the only all-volunteer Meals on Wheels program in the State of California.

In recognition of their contributions, the city of Sonoma designated them "los dos Alcaldesas," following a 28-year-old tradition of selecting someone in the community who works selflessly on behalf of others. The Alcaldesa/Alcaldesa reflects the town's Spanish and Mexican heritage and the "honorary mayors" will preside at all ceremonial functions on behalf of the city.

Susan Weeks settled in Sonoma 18 years ago following an international career that took her to Jerusalem, South Africa and Washington, D.C. In addition to Meals on Wheels, she has also been active in public safety and infrastructure issues, and working with the Verano Springs Association and the Sonoma Valley Citizens Action Committee.

Sue Holman is a retired investment banker who has been in Sonoma 11 years. An animal lover, she was one of the driving forces in the establishment of Sonoma's only dog park.

Mr. Speaker, Susan Weeks and Sue Holman provide an invaluable service to their community, and it is appropriate that we honor them today as Sonoma, California's 2004 Dos Alcaldesas.

HONORING MR. AND MRS. JEREMY  
AND ANN PAVA—SPRINGFIELD  
COMMUNITY LEADERS IN SERVICE

**HON. RICHARD E. NEAL**

OF MASSACHUSETTS

IN THE HOUSE OF REPRESENTATIVES

*Tuesday, February 24, 2004*

Mr. NEAL. Mr. Speaker, I rise today to recognize and honor the contributions made by Mr. Jeremy Pava and Mrs. Ann Pava to the Jewish community. Over the courses of their lives, they have contributed greatly through both their service and generosity to the advancement of Jewish causes in New England.

Ann sits on the boards of both the Association of Modern Orthodox Day Schools at Yeshiva University as well as the Jewish Orthodox Feminist Alliance. She also serves as the

President of the Jewish Federation of Greater Springfield in Massachusetts. In 1999 Ms. Pava received this same Federation's Young Leadership Award.

Jeremy currently sits on the finance committee of the Heritage Academy and continues to serve as a trustee of the Harold Grinspoon Foundation, as he has done since its inception. In the past, he has been the president of Congregation Kodimoh and the campaign chair for the Young Men's Division of the Jewish Federation of Greater Springfield. In 1999 he received the Kodimoh Brotherhood Humanitarian Award. At present, he also is a managing partner at Aspen Square Management, a real estate investment company in West Springfield.

Alone their actions are more than noteworthy, however, together they have given even more to the Jewish community. They are a founding family, and generous supporters, of the Hebrew High School of New England in West Hartford, which opened in 1996. Additionally, Ann was the founding President. HHNE is the only Jewish high school between New York and Boston, serving families from different observant backgrounds in Springfield, Hartford, and New Haven regardless of their financial situation.

This school has grown significantly since its inception in 1996. This burgeoning school is now pushing the limits of its current location, thanks in no small part to the work of Mr. and Mrs. Pava. They have both contributed immensely to the school's vitality and growth. As a result, they are to be honored at the Hebrew High School's first Annual Scholarship Dinner. The proceeds will go towards a new building to house the school, so that it may continue to grow and serve more members of the Jewish community in New England.

Mr. Speaker, I am proud to pay tribute to two extraordinary people from the Springfield area. Their work for HHNE, Jewish education, and the Springfield community is commendable, and the standard they set for public service is outstanding. People, such as the Pavas, are what make Springfield such a wonderful place to live, and I am personally glad to share this city with them.

SURFACE TRANSPORTATION EXTENSION ACT OF 2004 FEBRUARY 11, 2004

SPEECH OF

**HON. JAMES L. OBERSTAR**

OF MINNESOTA

IN THE HOUSE OF REPRESENTATIVES

*Wednesday, February 11, 2004*

Mr. OBERSTAR. Mr. Speaker, continuing my earlier statement, time is again running out in our effort to reauthorize our Federal highway, public transit, and transportation safety programs. The Transportation Equity Act for the 21st Century (TEA 21) expired on September 30, 2003, and Congress passed a 5-month extension, which expires on February 29. On September 24, during consideration of that extension bill, I stated: "I am afraid . . . we will be back here on this floor once again pleading for another extension of time to keep transportation programs from once again expiring. . . . I do not want to be back on this floor saying again what I said 6 years ago, time is running out."

Well, time is running out and we must again extend the programs. Why? Because ideology, not good policy, is driving this debate.

On November 19, 73 Members of the Committee on Transportation and Infrastructure introduced H.R. 3550, authorizing \$375 billion for the highway, transit, and transportation safety programs for the next six years. Today, the bill has 137 cosponsors. The Transportation and Infrastructure Committee was poised to mark up this legislation last week, but the Republican Leadership has delayed its consideration.

Despite the fact that the funding levels included in our bill were derived from the Department of Transportation's highway and transit needs report, the Administration strongly opposes additional infrastructure investment. Last week, the President submitted his Budget to Congress and it flat-lined the highway and transit programs, and did not include one additional dollar for highway and transit investment over the next 6 years.

Why? When our country's economic strength, improve business productivity, and our desire to create a safe, efficient transportation system are all dependent upon increasing investment in our Nation's infrastructure, why does the Administration oppose such investment? It cannot be because of any renewed Republican concern about the size of the deficit—the President proposes \$1.2 trillion of new tax breaks that, if enacted, would result in a total of \$3.2 trillion of new tax breaks, primarily targeted at the wealthiest Americans, since assuming office in 2001.

When this Administration and the Republican-led Congress have presided over an economy that has seen the number of unemployed workers increase by 2.4 million workers and the construction industry is suffering under a 9.3 percent unemployment rate, why does this Administration oppose infrastructure investment that its own Department of Transportation estimates will create 47,500 jobs and \$6.2 billion for every \$1 billion of Federal funds invested? I am sure that the 800,000 construction workers who look for work each month would gladly line up for the more than 1.7 million construction jobs this bill will create and sustain over the next six years, including 445,000 jobs this year alone.

Why? Because the Administration and some of the Republican Leadership would rather kneel at the altar of "no new gas taxes" than develop the policy necessary to invest in our Nation's infrastructure. A few days ago, in an interview, President Bush implied that the highway and transit programs were fueling the Federal budget deficit. Nothing could be further from the truth. Nearly all of the expenditures from these programs are funded by the Highway Trust Fund. The Trust Fund is financed by revenues from user fees. It is a "pay-as-you-go" program; outgoing expenditures are tied to incoming revenues; and the revenues may only be used for infrastructure investment.

The Trust Fund is a model of fiscal discipline. The Byrd Amendment serves as an anti-deficiency mechanism that prevents the Trust Fund from over-spending. This system of user fees has been well-tested by decades of experience. It provides a clear and unambiguous way to provide the revenues required to make the necessary improvements to the system.